

September-October 2022



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President's Message

It's been a busy past couple of months.

I made my first trip up to Car Week in Monterey this past August. For those of you who have not been, it's definitely car "overload", but in a good way. Between the shows, events and parties, it's a pilgrimage that every car enthusiast should strive for. Car Week was immediately followed by our Concorso Ferrari as part of the San Marino Motor Classic. If you brought your car to the show, thank you and to all of the volunteers, a big thank you as well. It's the dedication and contribution of our members that made this our best San Marino show yet and set the bar high for next year.

I also want to extend a big Mahalo to our Hawaii Chapter and the hospitality that they extended to me. I had made a promise to visit the Chapter during my term as President and was able to make a quick trip out this September. We had a great group for the drive to Turtle Bay and brunch. It gave me the opportunity to meet current Chapter President Chad Fukumoto and former President and Chapter founder Milton Kawasaki. Thanks to all for the warm Aloha welcome.

As we have every year, it's time again for our Board of Directors elections. I am pleased to see that we have a slate of 11 qualified members vying for the opportunity to lead our Club into the next year. Since I've been a member, this is the largest group that we have had. To me, this speaks volumes on the state of our Club that so many want to get involved; they are all willing to volunteer their time and effort to keep the Southwest Region the best in the FCA. It looks like we will remain in good hands. Take a moment to get to know the candidates and vote for those that share the vision of where you want our Club to be. This is a Club run by the members for the members. Please do them the courtesy of voting when you receive your ballots in November.

One of the great things about the Southwest Region is the ability to enjoy our cars year-round. Our monthly "In Your Area" events continue throughout the year as do our many drives, lunches, brunches and other events. Though that may be the case, as we approach the year end, the nature of our Club events shifts to certain special events this time of year. The annual Vandenberg and Edwards car show events organized by Jim Bindman take center stage in September and October. Late Fall also brings our Coachella Valley Chapter back into full swing. To celebrate this historic year, we have our FCA 60th Anniversary Gala in November, which I encourage you all to attend. We have 3 holiday parties planned in December in Los Angeles, Orange County and Hawaii.

With the Southwest Region, there is truly something for everyone to get involved with!

Get out and Drive!

Peter

SF

Peter Lund
President/Director
Ferrari Club of America - Southwest Region



Monterey



Hawaii





DIRECTORS/CHAIRPERSONS

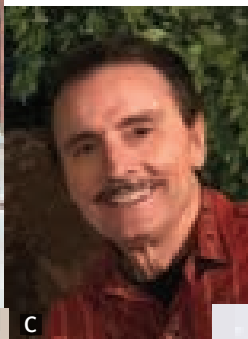
Our thanks to these dedicated enthusiasts who provide opportunities for our club members to share our passion of Ferraris.



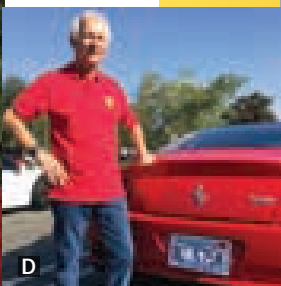
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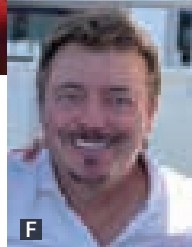
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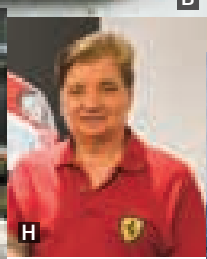
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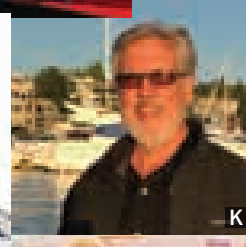
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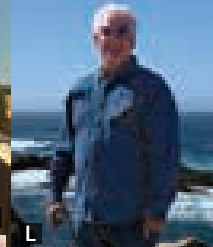
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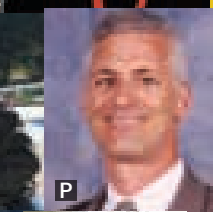
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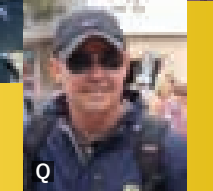
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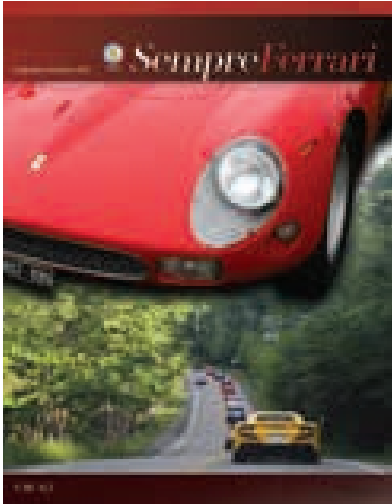
Director/Chairperson | Contact Info | Cavallino | Organized Events

- A **Peter Lund** President/Director | 310) 766-1600 | plund85@gmail.com
F355 Spider, 612 | In Your Area West LA to Malibu Lunch Drive/Camp Pendleton/LAPD/CPR
- B **Bill Makepeace** Vice President/Director | 562) 745-5499 | billsteves@aol.com
550 | Photography/Mullin Museum/Santa Anita/Rancho Los Alamitos/Chino Air Museum
- C **Rex Gephart** Treasurer/Director | 310) 422-2336 | gephart.rl@gmail.com
458 Italia | Best in Show/Virginia City Hillclimb
- D **Bruce Leeds** Secretary/Director | 310) 662-1723 | peggybruce@msn.com
575M | Nethercutt Museum Tour/Ronald Reagan Library Tour/Iowa Tour
- E **Jim Bindman** Chairman/*Sempre Ferrari* Editor | 818) 429-1667 | cool4re111@gmail.com
360 Modena | Special Collections/Vandenberg & Edwards Exotic Car Shows
- F **Shawn Dutton** Membership Chairman/Director | 619) 318-4600 | shawdut@yahoo.com
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- G **Douglas Campbell** Events Calendar/Director | 714) 595-5786 | dougwcampbell@sbcglobal.net
575M | Soup to Nuts Drive/Pie Run/Lake Arrowhead Drive
- H **Mark Process** Event Announcements/Director | 323) 677-8759 | dszner35mm@juno.com
348 Speciale | Eat Drive & Be Merry/Mount Wilson Tour/Ojai Tour
- I **Kenny Lombino** Track Chairman/Director | 310) 339-8657 | lombino@sbcglobal.net
458 Speciale, 16M Scuderia Spider, 360 Modena Six Speed | Grand Canyon Tour
- J **Chad Fukumoto** Hawaii Chapter President | pueoaudio@gmail.com
California T, 458 Speciale | Christmas Party
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- L **Sam Burg** Central Coast Chapter President | 805) 680-9962 | way2fasttt@comcast.net
430 Spider, FF | C&Cs/Breakfast/F1 Viewing Parties/Ride & Lunches
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360 Spider | Griffith Park Drive, Toluca Lake/Los Feliz Cars & Coffee

FCA SOUTHWEST PAST PRESIDENTS

Judd Goldfeder 1994-1996
Tom Brockmiller 1996-1997
Wally Clark 1997-1999
Marv Landon 1999-2001
Bill Inglis 2001-2003
Murray Cogan 2003-2005
Walter Meyer 2005-2007
Doug Prestine 2007-2009
Tex Otto 2009-2011
Diane Peterson 2011-2013
Peter Carniglia 2013-2014
Bruce Leeds 2014
Kenny Lombino 2014-2016
Richard Kidd 2016-2018
Jim Bindman 2018-2020

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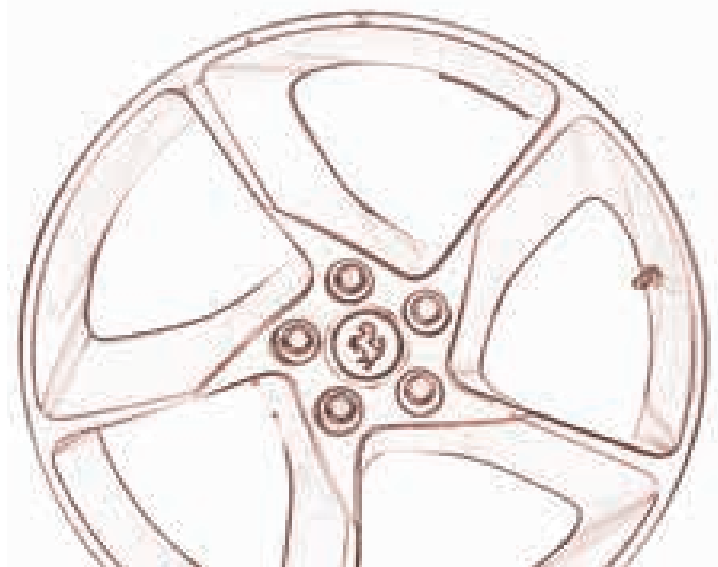
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Go to **www.fca-sw.org** for the latest FCA Southwest Region events!






FCA SOUTHWEST EVENTS

CALENDAR GET YOUR FERRARI OUT & DRIVE!



2022 marks the 60th Anniversary of the Ferrari Club of America and the 75th Anniversary of Ferrari.

We thought that this would be the perfect time to Celebrate!



Due to the ever-changing environment, timely email announcements will be sent to members on upcoming events and/or a change of schedule of an existing event. We hope all members and families are safe during these challenging times, and we look forward to seeing you soon. - FCA Southwest Region Board.

November 12, 2022 | Saturday

An Evening Imagined at Ristorante Cavallino MountainGate Country Club, Brentwood

Join us for a Semi-Formal (Black Tie optional) Anniversary dinner imagined to be an "Evening at Ristorante Cavallino". Set at MountainGate Country Club, nestled in the hills above Brentwood, you will dine on selections picked from the menu available to Cavallino patrons in the 1980's (Enzo's era), enjoy Italian music, Italian wines and toast the evening with Ferrari sparkling wine! (The official sparkling wine of Formula 1!)

Arrival 4:30 pm (no host bar). Dinner begins 5:30 pm.

\$175 per person which includes a 4-course dinner, entertainment and the Anniversary toast.

No host cocktails available. Space is limited and available to active FCA members and their guests only.

Peter Lund - plund85@gmail.com

Holly Franke - hollyin310@gmail.com

December 3, 2022 | Saturday

First Annual Orange County Holiday Party Newport Beach Yacht Club

First annual OC Christmas Party at the Newport Beach Yacht Club. Our members and their guests will be treated to a delightful holiday waterfront view with exceptional service and food. The waterfront room will seat up to 80 guests (with no host bar).

Members will enjoy a gourmet dinner with choices of beef, chicken, fish plus dessert. Some cool door prizes will be awarded also!

\$100 includes dinner plus valet parking. There is no self parking at the Newport Beach Yacht Club so Ferraris are not recommended for this event.

David Pham - dportho@pacbell.net

December 10, 2022 | Saturday

Los Angeles Holiday Party at the World Famous Magic Castle Hollywood

For the 4th time (2018, 2019 & 2021) we are thrilled to be having our Annual Holiday Party at the world famous Magic Castle in Hollywood on Saturday, December 10th. Our group (125 people) will have an amazing gourmet lunch and then an exclusive Magic Show specially designed for our club members. In addition to the show in the main theater, several smaller shows and close up magicians will be entertaining us. It's a magical time!

\$120 Per Person includes Valet Parking, No self parking at the Castle so Ferraris are not recommended for this event (plus they could make your Ferrari vanish into thin air or change it into a minivan).

Jim Bindman - cool4re111@gmail.com

January 14, 2023 | Saturday

An Evening with Cris Vandagriff Petersen Automotive Museum - Meyers Manx Restaurant

GUEST SPEAKER SERIES

Cris Vandagriff will share his 50+ year journey selling Ferraris in the Golden Enzo Era when you could walk into Hollywood Sport Cars and buy a NEW 1964 250 GT Lusso for \$13,375 or splurge for a 1964 250 GTO for \$18,000 or a few years later drive home in a new 1969 Daytona for \$19,695.

Cris worked at the dealership since he was 8 years old and eventually became President of the dealership from 1981 until 1993, when he formed Ferrari of Beverly Hills for the Ferrari factory.

To reserve a spot, please email event organizer Jim Bindman. Event limited to 85 people.

Jim Bindman - cool4re111@gmail.com

PETERSEN

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FCA Southwest Region
Board Meetings

All members welcome!
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Concorso Italiano

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2022 Best Ferrari
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Monterey, California

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IN YOUR AREA

Monthly casual get togethers with fellow club members & enthusiasts



A Third Sunday Each Month | The Lakes in Thousand Oaks | Thousand Oaks | 9-11 am

Piazza GranTurismo is hosted by Ferrari Westlake/Ferrari Los Angeles Service. Combining high performance with a relaxed setting, PiazzaGT is a way to experience elegance, sophistication and passion for luxury automobiles. Ferrari Corral parking and complimentary coffee and is open to all exotics and fine vintages.

LOCATION: The Lakes at Thousand Oaks, 2200 Thousand Oaks Blvd., Thousand Oaks 91362

HOST: Ferrari Westlake PiazzaGT | (888) 459-7720 | events@ferrariwestlake.com | piazzagranturismo.com



B First Saturday Drive Each Month | The Glen Center | Bel Air | 9:30 am

Drive starts at The Glen Center, one block south of Mulholland Drive in Bel Air. Full service deli opens at 7 am for breakfast. Departs at 9:30 am, no host lunch stop, returning after 3 pm. Event open to FCA members only, Ferrari only vehicle participation.

LOCATION: The Glen Center, 2948 Beverly Glen Circle, Bel Air/Los Angeles 90077

HOST: Kenny Lombino | (310) 339-8657 | lombino@sbcglobal.net



C Third Saturday of Each Month | Saturday Shift | Caffe Tre Venezie | Torrance | 7:30-9 am

FCA members are invited to join us for Saturday Shift, a monthly cars & coffee gathering. Owners of exotic and fine vintage automobiles of all makes are welcome to display their vehicles. Spectators are also welcome as we enjoy complimentary coffee and admire the finest cars from around the South Bay.

LOCATION: Caffe Tre Venezie, 3525 Pacific Coast Hwy, Torrance 90505

HOST: Ferrari South Bay | (310) 887-9183 | events@ferrarisouthbay.com | www.saturdayshift.com



D Last Friday Each Month | West Los Angeles to Malibu Lunch Drive | 11:30 am

We meet in Brentwood at 11:30 am on the last Friday of the month (except December) for a drive up the coast along PCH to a restaurant in Malibu for lunch. The only cost to join in is the cost of your lunch. Advance registration is requested to ensure sufficient parking.

LOCATION: West Los Angeles area. Contact Shawn for details.

HOST: Shawn Dutton | (619) 318-4600 | shawdut@yahoo.com

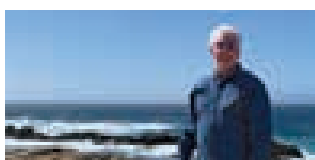


E Third Sunday Brunch | Orange County | Tustin | 9:30 am

Our new gathering will meet at 9:30 am at the 17th Street Grill-Enderle Center, 17320 17th Street in Tustin. It's handy to the 55 Freeway and 17th Street. Great Ferrari parking and excellent food. See you there!

LOCATION: 17th Street Grill-Enderle Center, 17320 17th Street in Tustin. Contact Scott for details.

HOSTS: Scott Resley | (714) 604-7712 | skres80@gmail.com



F Third Saturday Each Month | Central Coast Area | Northern or Southern Locations | 9:30 am

We're starting our monthly In Your Area Gatherings to see where people want to join up. The location will alternate between a northern point around Paso Robles or SLO and a southern point around Santa Barbara. Contact Lee for more information.

LOCATION: Alternates between a location on the southern part of our chapter and a northern location.

HOST: Sam Burg | Central Coast Chapter | way2fastt@comcast.net



G First Saturday of Every Month | Rolling Hills Estates | Promenade on the Peninsula | 7-9:30 am

Peninsula Cars and Coffee. Top deck of parking structure. Enter on Indian Peak Road.

LOCATION: 550 Deep Valley Drive, Rolling Hills Estates, CA 90274

HOST: Keith Inouye | PenCnC1@gmail.com



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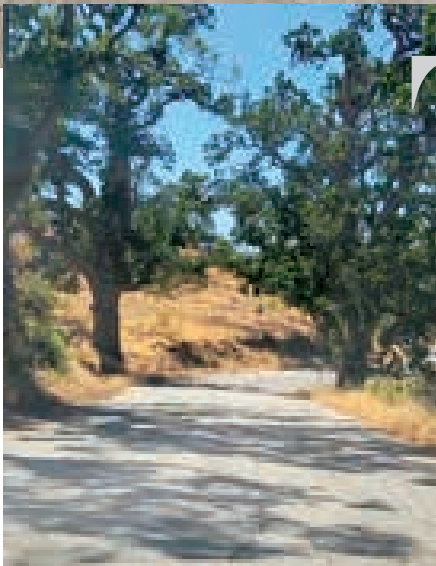
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2022 *Run to the Pines*

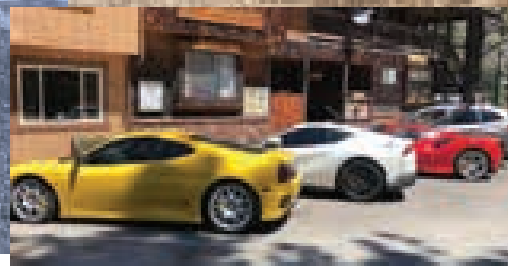
The Southwest Region and Central Coast Chapter met for an enjoyable mountain drive

WORDS Peter Lund, Sam Burg & Ross Albu | PHOTOS Sam Burg, Peter Lund & Haig Barsamian



The FCA “Run to the Pines” event was a great way to beat the summer heat and enjoy some alpine air. We had both a Los Angeles group and a Central Coast group with a planned lunch meet up in Pine Mountain Club.

For the LA group of around 20 cars, the morning started with a meet up and drivers meeting at the new home of R2 Motorsports in Castaic. Owner Rafi and his staff brought out the coffee and donuts and provided tours around their spacious shop. From there we started our 75-mile journey around the back side of Castaic Lake along Lake Hughes Road and transitioned to Pine Canyon Road with its the oak tree-lined twists and turns which opened up to some great vistas of the California Aqueduct and Quail Lake. This was the first time for many of our group on these particular back roads and they are some of the prettiest in Southern California.



We kept to the back roads that parallel Interstate 5 into the town of Frazier Park and from there headed west up toward Mt. Pinos in the Los Padres National Forest. You really notice the elevation change as the scenery shifts from California desert to Alpine forest and the air just starts to feel a little cooler. After twenty miles through small towns and forests one comes upon the Pine Mountain Club, a 6,500 acre vacation home development, complete with a 9 hole golf course, over 1,800 homes and a commercial area of 6 restaurants, shops and a gas station. It's close to LA but it feels a world away.

The Central Coast Chapter met at highways 101 & 166 with a group of 4 Ferraris (3- 430 Spiders and a 488 Spider). Theirs was a spirited 2 hours drive down two-lane roads to Pine Mountain Club, taking a 250-mile round trip route.

The Pine Mountain Club Commercial Association had set aside parking for us where the LA and Central Coast members met up. With several dining options available, most chose to stop by Base Camp for sandwiches or La Lena for a Mexican lunch. Lunching al fresco gave us all a chance to socialize together while enjoying the mountain scenery. *SF*





FCA Southwest Region Picnic

Our annual picnic brings members together from Los Angeles and Orange County

WORDS & PHOTOS Bill Makepeace



The Southwest Region's annual picnic has been held at the South Coast Botanic Garden for over twenty years and has proved to be a popular venue with our members. However, this year we were not able to reach an agreement due to circumstances beyond our control and had to change venues. Several years ago, at the club's annual Ortega Highway event, then brand new club members Edward and Erin Beyer offered their community's center in San Juan Capistrano as a possible starting point for future Ortega Highway events. Fast forward several years and their Community center has been the meeting place for the last few Ortega events. It's private, has lots of parking, and even has restrooms. It's the perfect starting place.

Since it's such a great meet up location, I approached Ed and Erin about having our annual Members' Picnic there. Needless to say everything came together with the help of Steve & Joanne Landaker and David & Pam Pham. The Beyers arranged for the rental and clean-up of the venue while the Landakers helped out immensely with the decorations, the food, drinks, and a lot more. Dave & Pam offered to let the club use their tables and chairs, and sound system. Other members helped park the cars and assisted with setting up the tables and much more. It truly was a team effort with our Orange County members really stepping up to provide a memorable, fun time at our yearly picnic.

In addition to serving a delicious BBQ lunch there were two Ferrari themed cakes: one commemorated the 75th anniversary of Ferrari, and the other the 60th of the Ferrari Club of America. In addition to the great food, there was a ping pong table, Cornhole games, and a few members even participated in a Ferrari themed swap meet. By all accounts this year's picnic was a great success mainly due to the hard work of our Orange County members who stepped up and volunteered to help make this such a great event. *ST*



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2022 Grand Canyon Drive

Southwest Region members experienced a memorable drive to Arizona's magnificent sights

WORDS & PHOTOS Steve Landaker



A group of 23 Ferrari club members met in Fontana Friday morning, September 9, where we were handed out car ride treat bags, to begin a wonderful Grand Canyon Drive.

Our first stop was Ludlow and then we proceeded on to Laughlin, NV, where we had a great lunch at Claim Jumpers. We then continued with a scenic drive on old Route 66 to the Grand Canyon Caverns and took an hour-long walking tour of the Caverns which hold some of the most beautiful sights you can imagine. Our day's destination was the Grand Canyon Railway & Hotel where we had a nice dinner and rest for a fun filled day to come.

After breakfast on Saturday, we watched a fun western show prior to boarding our observation car on the train for a 2-hour ride to the Grand Canyon. Once we arrived at the Canyon we had a brief weather scare, but then we boarded a bus for a ride to the observation points at which time the weather cooperated to become a perfect day. We stopped for a nice lunch, then continued on to the last stop at the old El Tovar Hotel and one of the best places to view the Canyon. We had an hour to walk around and visit the museums, shops, and observe the Canyon. We then re-boarded the train for a ride back to the hotel. While on the train we had a western singer for entertainment and a train robbery for fun. Saturday night we were shuttled over to Miss Kitty's Steak House for a fun dinner with live music.

Sunday everyone was free to have breakfast at the hotel at their leisure and choose their own destination home. All in all, we had a great time with a fabulous group of members and can say we feel everyone on the trip would agree. *SF*

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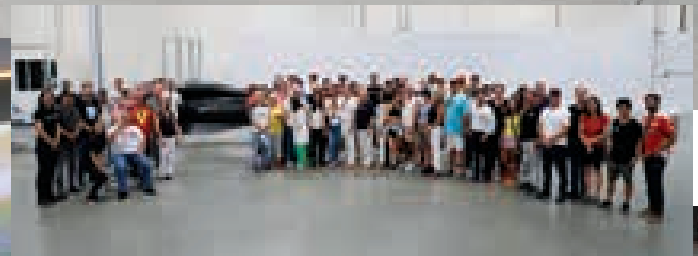
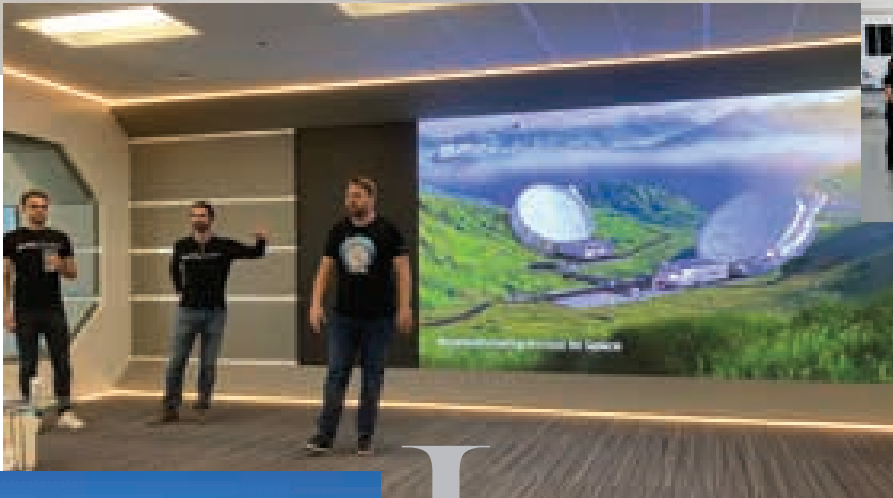




SpinLaunch Tour

We visit the company that is planning to change the way we get into space

WORDS Jim Bindman | PHOTOS Bill Makepeace



In the year 1491, there were some young people building a boat that they claimed would not fall off the edge of the flat world! They had a vision and thought “outside the box” and a skipper named Columbus sailed to the New World the following year.

In 2022, a similar group of amazing young engineers are developing a system to reach space in a way that nobody thought was possible.



My friend Diane Le and I have previously collaborated on several events, including two tours at Virgin Orbit. At each tour we raised money for worthwhile causes (Navy Seal Foundation and Air Force Aid Society). Diane recently became the Strategic Partnership Manager at SpinLaunch and called me to see if the club would like to tour their headquarters. I immediately said YES and we set the date for August 6th.

SpinLaunch, named by *Time Magazine* in 2022 as one of the world's most influential companies, has created an alternative method for putting satellites into orbit. Unlike fuel based rockets, SpinLaunch uses a ground-based electric powered kinetic launch system that delivers a substantially less expensive and environmentally sustainable approach to space access. The system is not impacted by weather like traditional rockets and can launch 5-10 times a day. This system greatly simplifies the process of getting an object to orbit.

Here is the concept: Attach a rocket to a carbon fiber tether and spin it around in a vacuum at 5,000 miles an hour and then let go! When the rocket shoots out it is immediately going over 2 miles a second (Mach 6). The carbon fiber tether is so strong (necessary to not disintegrate) that it could support 9 million pounds and not break in two. Oh, and the spinning rocket is pulling 10,000 g's (a human can withstand no more than 9 g's).

70 club members and guests were treated to an amazing slide and video demonstration hosted by VP of Marketing Jan Helbing. A 1/3 scale model of the system is operating in New Mexico and numerous test flights have already been performed successfully. Jan and the engineering team explained the system and answered a lot of questions. Then we broke into 4 groups and toured the facility where the carbon fiber rockets are produced and the satellites are designed and manufactured. An engineer led each group and answered all our technical questions as well.



The satellites must be specially designed to work in the SpinLaunch system, since they need to be able to withstand high g-forces and not break. So the SpinLaunch team actually designs and builds their own satellites for their partners and customers. The system is much less expensive to send a satellite into orbit than the conventional methods, so organizations that previously couldn't afford to access space are now able to. A customer can order a small satellite and have it launched at a fraction of the price of other options that are on the market today.

Besides the amazing technology, the work space is amazing! There is a gourmet coffee station in the lobby, plus roller skates, skateboards and electric trikes for the team to play with when they want to "think". Our group was racing around the factory in the trikes! There are even pet goats to further create a relaxed atmosphere. Definitely a great working environment!

After the tour we had an epic BBQ lunch catered by Gus' BBQ! Everyone loved the food and Gus supplied wet naps to make sure no brown BBQ sauce found its way into a red Ferrari.

Besides the amazing tour, thanks to our generous members we raised \$1,900 for the Flight Test Museum being constructed at Edwards Air Force Base. And thanks again to Diane, Jan and the SpinLaunch engineers for providing such a unique, educational and interesting opportunity. *SF*



SEMPRE FERRARI FEATURE

2022 FCA Annual Experience

The FCA hosts their annual experience in beautiful Mont Tremblant

WORDS & PHOTOS Bill Makepeace



This year's Annual Experience was held in July at the famous ski resort in Mont Tremblant, Canada.

It's about a 90 minute drive from Montreal and this year's venue checked off all the boxes required for holding a National Meet. First, Mt. Tremblant is a world class resort area that offers fun activities throughout the year. Next, there are numerous scenic roads in this area that offered many opportunities for both pleasure drives as well as competitive rallies sponsored by Hagerty. And most importantly, a world-class race track nearby that allows fellow FCA owners the ability to stretch the legs of their steeds in a safe and sane fashion. The meets always feature a well-attended concours, informative seminars, and interesting guest speakers.



Le Circuit Mont-Tremblant, also known as St. Jovite, has been described as a “swoopy, 2.65-mile mini-Nurburgring...” In addition to hosting Formula One races in 1968 and 1970, this track held the inaugural Can-Am race in 1966. The need to have a world-class track at the Annual Meets is what sets these yearly events worlds apart from any other Ferrari-themed concours or local club event. It’s literally the only time and place where one can participate in a National Concours where owners whose cars earned Platino awards, 97% or more, can take it to the next level if they wish.

You’d think that cars that earned the top award would be close to perfect, but wait, the Coppa Bella Macchina judging process insures that there is “100% functionality.” In other words everything must work, and if the car passes this rigorous test then comes the Coppa GT competition. After all, what good is a Ferrari that looks great, functions perfectly, but just sits there? This final test is a rigorous trial of both driver and their Ferrari. Because Ferrari has been producing fine sporting automobiles for decades with ever increasing performance, each Coppa GT participant is required to drive their car at 80% of their car’s capability with two different driving instructors who are not affiliated with the club. Usually, only one or two skilled drivers earn this prestigious award each year. In addition to all the great Ferraris and the special activities of the Annual Meets/Experiences, the real reason

PHOTO CAPTIONS

- A** Tenor Giacomo singing at the Concours.
- B** Concours at Mt. Tremblant. **C** Pleasure Rally. **D** Luca dal Monte. **E** Table of VIPs.
- F** Luca Dal Monte speaks about 312 T3.
- G** Karting at Jim Russell Academy.
- H** Coppa Bella Macchina candidates in the rain.



for attending is the fellow FCA members one meets at National events. It's a multi-day celebration of all things Ferrari and the Ferrari Club of America's once a year get together. It's a chance to meet up with old friends from all over the country and make new ones at numerous driving, dining, and social events. There's Ferrari themed shopping, interesting seminars, fascinating guest speakers, and several drives that showcase the local scenery and attractions.

PHOTO CAPTIONS

I Chris Current informing Coppa GT participants. **J & K** Joann Villeneuve. **L** Chief Concours Judge: Leslie Blinn. **M** Host Hotel check in.

The celebrity guest speakers usually have a local connection to the location of the year's meet. If you didn't know, Ferrari Formula 1 driver Gilles Villeneuve is a Canadian national hero, and his wife Joann spoke to a room filled with fascinated club members. She related stories of traveling with Gilles and their two children from race to race in the family motorhome and of meeting Enzo himself. Noted Ferrari biographer Luca Dal Monte recently wrote a book on Gilles that was included in this year's goodie bag. Luca also spoke at a seminar outlining portions of his new book.

Despite being postponed from 2020, this year's Annual Experience was an unqualified success and a chance to experience beautiful scenery, drive challenging mountain roads and on a world-class race track, race go-karts, enjoy a sunset dinner on a mountaintop, have a waterside lunch at Montebello, and best of all meet the FCA people who attended the 2022 Meet. *SF*

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EXCLUSIVE SEMPRE FERRARI FEATURE

Crash-Testing a Ferrari 599GTB in Italy

WORDS Aaron Robinson | PHOTOS Mike Valente



The old Hogback Road offices of Car and Driver Magazine were in a half-subterranean rabbit warren on the west side of Ann Arbor, Michigan, far from the university campus, the stadium, and, when I worked there, anything resembling a good restaurant.

Nobody knows why David E. Davis, the former (and late) editor-and-chief, picked this dungeon back in the late 1970s when he moved the magazine from its longtime headquarters in Manhattan. But it was home to the magazine and the scene of much hilarity, weirdness, argument, gunplay—there was an incriminating hole in the ceiling made by a former staffer who will remain nameless—and occasional brilliance for almost 40 years.

I worked on Hogback from 2000 to 2004 until I relocated to Los Angeles, where I continued to work remotely for Car and Driver until 2017. In my early days, executive editor Tony Swan (also, sadly, no longer with us) used to take almost daily strolls from his office at the north end of the Warren down to the south end where we lowly tech editors were madly crunching test numbers and filling out vehicle spec sheets. Sometimes his purpose was to just plop on someone's sofa and kibbitz, while other times he came bearing invitations to press junkets. Tony must have liked me, even after I left for LA, because for a while I scored a string of trips to Maranello to drive new Ferrari models, including the F430 and F430 Spider, the 458 Italia, the Enzo, the Portofino, and the most memorable one, the launch of the 599GTB Fiorano in the spring of 2006.



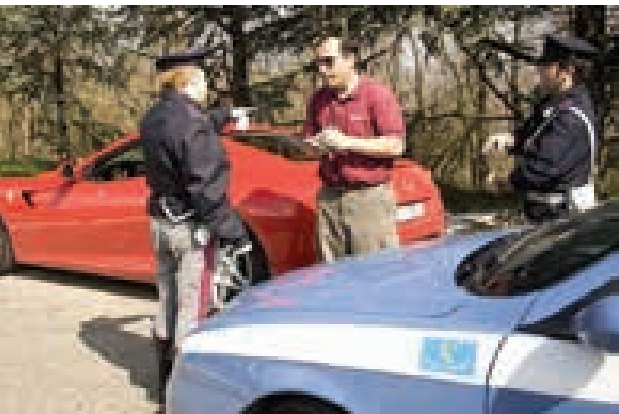
Back then, before the internet blew up, Ferrari press launches were relatively small and intimate and ran to a well-rehearsed format. You and your journalist colleagues would fly into Bologna and be driven to Modena to stay in the historic wood-paneled Hotel Real Fini where Enzo Ferrari was said to have held court in the bar back in the day and where he also conducted his various romantic trysts in the upper floors. Come evening, you would prop your eyelids open with toothpicks so you could stay awake through the technical briefing with the engineers and the requisite three-hour dinner. In the morning, you would be bussed back to the test track at Fiorano, where cars would be issued for the road drive.

Typically, the 150-mile or so drive would end back at the track, where you would receive your allotted three laps of the circuit in the car. Sometimes they gave you the choice of driving yourself, or, alternatively, getting driven around the circuit by then-chief test driver Dario Benuzzi. I never chose Benuzzi, because watching somebody else drive is never as fun or as useful for writing a story as driving yourself. Also, Benuzzi's way of demonstrating a new Ferrari was to drive the entire circuit sideways, which didn't tell you as much about the car as about Benuzzi's skills as a drifter.

Anyway, the launch of the 599GTB Fiorano was proceeding apace, with a technical briefing that evening which included a deep dive on the engine with powertrain director Jean-Jacques His. The 611-hp F140C was essentially the same 65-degree, dry-sump V-12 as installed in the Enzo, which made the 599 the first front-engine Ferrari not to have timing belts in many years. Wine was drunk and Bolognese delights were consumed, and all in the party went to bed exhausted but eager for the drive the next day.

The day started ominously when I awoke with a massive crick in my neck (see, the excuses are already starting) that prevented me from turning my head to the right more than about 20 degrees. I used to get these a lot back then, thanks to long hours in front of a computer with lousy posture, as well as the frequent overseas trips. Thus stricken, I shuffled off to the factory with my colleagues, including British photographer Mike Valente, who was hired to shoot the story for us. At Ferrari, Mike and I were issued a Rosso Scuderia Red 599GTB with a biscuit-brown interior featuring the optional Daytona seats. Once ensconced, we motored off toward the E35 autostrada that would take us west past Parma and to the A15, which would steer us south toward the mountain roads of the Apennino.

In the days before speed cameras tamed the Italians, driving a Ferrari there was one of the best experiences you could have behind the wheel of any motor vehicle anywhere. Italian drivers are (were?) aggressive by nature, but they yielded to Ferraris without question as part of the natural pecking order of the road. Thus, your civic duty as a Ferrari driver was to get in the left lane and hammer it, high beams blazing as if you owned the nation and had



Crash-Testing a Ferrari 599GTB in Italy

the Pope on speed-dial, because everyone else was plotting their own trajectories and passing maneuvers around your assumed imperiousness behind the wheel. Politeness, timidity—that just annoyed the other drivers and made them think that the car was wasted on the driver.

Thus, much more quickly than it would otherwise, the green peaks of the Appennino rose in the windshield. Per the route instructions, we exited off the autostrada around Fornovo di Taro and turned south onto Strada Statale 62, the old state road that winds and switchbacks its way 3,400 feet up to the Passo della Cisa, which sits astride the border between the Emilia-Romagna and Tuscany regions. The big 599 ate the road up as one long, coiled strand of spaghetti, the V-12 bawling fiercely and the suspension and tires supplying organ-jellying grip, and soon Mike and I found ourselves near the top.

At this point, Mike urged that we get some photos, so he jumped out of the car and shot some of me knifing through a fast corner. Then we turned around and headed back down the road toward the lunch stop in the valley. At one point we encountered a blue and white Alfa 156 wagon occupied by two bored Carabinieri waiting to escort heavy trucks through a construction zone. Leaning heavily on Mike's pidgin Italian, we managed to convince them to pose for some shots with the Ferrari, pretending to arrest me. In the moment, we had no idea how the shots would be used, but it seemed like a good idea at the time.

Shortly after that, Mike realized in a panic that he must have dropped his brand-new and expensive spectacles in the grass at the top of the mountain. He pleaded that his wife would murder him if we didn't go back and find them, so we raced back up the mountain to the spot where we had shot earlier. It didn't take long to locate them in the grass right where they had fallen out of his pocket—which was exactly in the middle of a fresh tire track left by some car that had run wide off the road and through the grass, almost as if the driver was intent on destroying Mike's glasses. The bad omens were piling up.

We descended the Passo in a less jovial mood. With all the dashing around, and a lengthy lunch break looming that was sure to involve pasta and Lambrusco, Mike became concerned that we still hadn't shot very many images. So he asked if we could set up in another spot for some more cornering shots before lunch. Besides being spectacular and scenic, SS62 enjoys a small footnote in Ferrari history as being one on which Enzo himself raced in 1919. On the outside of a switchback about ten minutes up from Fornovo di Taro, a large white ring on a stone plinth commemorates the 70th anniversary of Enzo's drive. Through sheer coincidence, this is where we stopped to grab some photos.

I ran through the corner a couple of times at a brave but not outlandish pace. The "problem" with a Ferrari, of course, is that it's rigid and doesn't heel over in a turn like a Buick. Thus, no matter how quickly you drive through a corner, in still photos the car just looks parked, totally flat. Which is why, after the third go, Mike stopped me and asked if I was willing to turn off the car's stability control to get a little "oppo" or opposite lock going, which would generate some much-needed visual excitement to the shoot.

I reached down and twisted the Manettino dial on the wheel to CST-off, going directly against Ferrari's explicit request not to shut off the electronic helpers while out on the public roads. In a better world, I would have taken stock of the situation—of my lack of skill, my unfamiliarity with the car, my stabbing neck pain that was slowing me down in all kinds of ways—and said no. Also, Mike and I would have remembered to bring walkie-talkies so that we could communicate across the blind switchback.





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Crash-Testing a Ferrari 599GTB in Italy

Because, while we were discussing sideways driving, a curious tourist with a Handycam had stopped his car on the switchback above and hiked through the grass down the hill to our corner and was now standing directly in it taking video of the proceedings. As I came up the road for what would prove to be the final run, there he was, standing in the corner. I should have backed off. Instead, I delayed a second or two, then nailed the throttle. The tires lit up and the rear end slid one way—and then the other, the car suddenly pointing at the wall just feet from the Enzo monument. The final useless flailing to regain control came to nothing, as the right front tire was pulled into a ditch at the base of the wall and the car sucked in after it, scraping against the stone wall with a sickening crunch while the tire itself took repeated hits from the loose rocks at the bottom. When the noise stopped, the car sat silent, several warning lights illuminating the instrument cluster. Mike's eyes were pie plates. I got out and inspected the damage: cat's claws down the side of the car and a right front tire that looked like it had taken a few rounds from a Colt .45.

It was a warm spring day in Northern Italy. The trees were budding and the wildflowers were out. Bees zipped to and fro and birds chattered. Mike and I sat on the hillside and discussed our situation. The tire was gone and there was no spare, which meant it was a paperweight. Ferrari had thoughtfully put a cell phone in each car for emergencies, but the PR people were at lunch at some hole in the northern Italian cellular network, and thus we couldn't reach anyone. An hour or so passed. Drivers trundling up the road for the most part paid little attention to the stricken new Ferrari, except that it was parked in a somewhat inconvenient spot for going around.

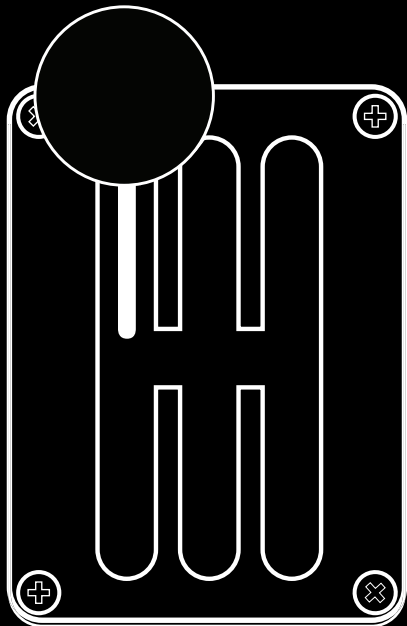
Eventually, we were able to raise Davide Kluzer, Ferrari's then head PR man. He took the news well, first asking if we were okay, then asking if anyone else was involved. That is the nightmare, that two journalists hooning in a Ferrari-owned vehicle will run a bus full of nuns off the road and it'll be national headlines. Since nobody else was involved, this was more of minor irritation for him than a calamity. He told us to wait, someone would be coming.

Another hour passed, and we watched as a small red truck climbed the pass. It stopped in front of us and two guys in Ferrari shirts got out. One opened the back doors and took out the rustiest, crappiest shop jack you've ever seen. The other one pulled out a mounted tire. They jacked up the car, replaced the wheel, told us to wait, and drove off in truck and Ferrari. Now we were just two chumps sitting on a hill in Italy. More time passed. Finally, a blue Lancia wagon started up the pass. The driver told us to get in and he drove us back to Fiorano, a long, silent drive.

When we arrived, Davide once again told us that he was glad nobody was hurt and then asked—much to our amazement—if we needed another car. Mike had been sweating; his camera had very few images at that point (in the digital era, a typical one-day car mag photo shoot involves taking more than a thousand images), and so we eagerly accepted the offer. After another hour or so, in which we were treated to a rare tour of Enzo's house that included his office, Davide returned with a key to a nearly identical car, and we were off to grab some hurried shots before sunset.

That night, standing in the parking lot of the famous Ristorante Montana, which is just up the road from the track and is crammed full of Scuderia memorabilia, I called my boss, Csaba Csere, editor and chief of Car and Driver. I told him what happened and, very mindful of the fact that he had once fired a tech editor for crashing a Lamborghini on a launch in Italy, told him we should put the crash on the cover.





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Crash-Testing a Ferrari 599GTB in Italy

I remembered a story my old colleague Peter Robinson (no relation) of Australia had told me once. He also crashed a Lamborghini, a prototype Diablo, on a special advanced drive in Italy. It wasn't entirely his fault; he came around a blind corner to find an ambulance parked astride the road, and he couldn't avoid it. Nobody was injured but the kerfuffle required lots of patient negotiation between the Lamborghini factory guys and the cops. Peter's editor at Wheels magazine in Australia thought it was a hilarious story and put it on the cover of the magazine. "That's the kind of magazine I want to work for," Peter told me.

So I told Csaba that we should come clean, because if we are honest about when we screw up, readers are more likely to believe us when we're being brilliant. And we did put it on the cover, or at least the words in a banner up top: "Ouch! We crash-test a \$250,000 Ferrari 599GTB!" (naturally, this being Car and Driver, a Corvette and a Mustang were the cover cars). I first saw the layout of the story a month or so later in galley form, before it went to print. The art department inserted a picture of me being fake-arrested with the caption, "Whatever the cops did, he deserved it." I protested that we should say the photos were faked, that I wasn't really arrested, for the sake of my poor mother at least! But managing editor Steve Spence just said with a snicker, "Nah, it's fine."

What constituted the internet back in 2006 blew up for a microsecond. Commenters on forums (remember those?) said we were idiots, that we were dangerous, that clearly we didn't know how to drive. People postulated that I was arrested because crashing a Ferrari in Italy is against the law and a criminal act. A Swedish website called me a *knäckerbröd*, which is a dry, flat, largely flavorless biscuit. Apparently, it's also an insult in Sweden, though not quite like an American calling someone a "cracker."

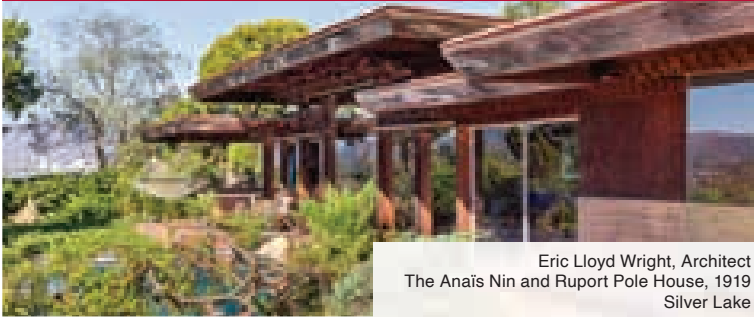
For a year afterward, people in my business would ask me about it, amazed that I (well, we, including Ferrari) had managed to keep it a total secret in our gossipy business until the magazine came out. Even Jay Leno walked up to me at a Los Angeles Motor Press Guild dinner months later and said with a grin, "So you crashed that Ferrari, eh?" It was the thing I was best known for, for a while.

The coda to this story is that the day after crashing the Ferrari, Mike and I went over to Lamborghini to drive and photograph the then-new Murcielago LP640. The company's famous test driver, Valentino Balboni, jumped in his diesel Audi A4 and led us at high speed out to the countryside where we could shoot. After running through some corners, Mike again cautiously asked if I could get the tail out. I said there was no way I would try it, that we should get Balboni to do it. The ever-smiling Valentino readily agreed. He made a couple of attempts in a narrow, 90-degree left-hander by a canal, spinning out both times. On the third go, he entered the corner much faster, hit the clutch, nailed the gas, and popped the clutch back in. The car spun 360 degrees and smashed backwards into a road sign, breaking the bumper and the taillight. This was the only drivable LP640 and it was supposed to be at some event the following Monday. Mike and I just stared at each other; it couldn't be happening, not again.

Valentino got out, surveyed the damage, and said with a shrug, "Game over." *SF*

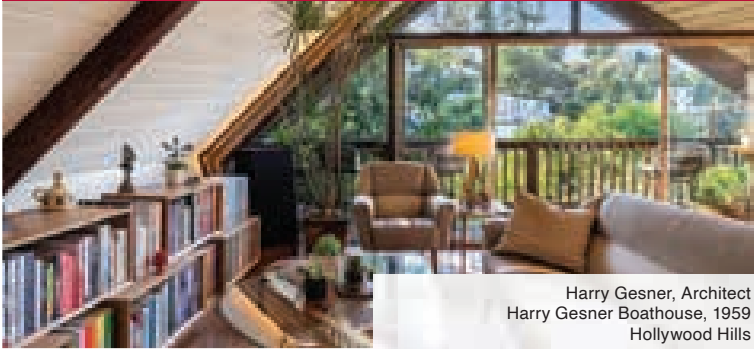


JUST SOLD



Eric Lloyd Wright, Architect
The Anaïs Nin and Rupert Pole House, 1919
Silver Lake

JUST SOLD



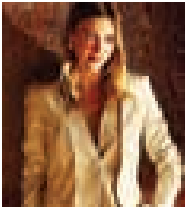
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CI Concorso Italiano

WORDS Bill Makepeace | PHOTOS Bill Makepeace, Jim Hunter, Tex Otto



Just as the name implies, Concorso Italiano is a once a year celebration of Italian automotive art and technology.

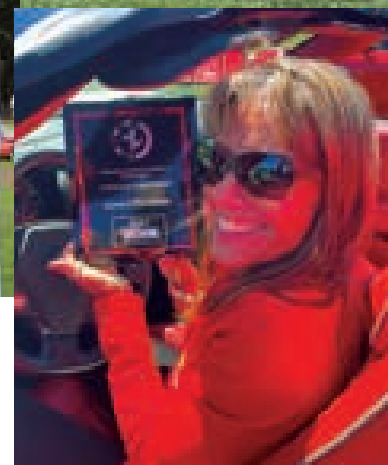
It's held at the beautiful Bayonet Black Horse Golf Club in Seaside, California. The club consists of two world-class golf courses with scenic views of Monterey Bay on a clear day. The weather this year was nearly perfect and the views of the Bay were incredible. What a great backdrop for such gorgeous autos that are displayed in orderly rows and columns on the lush grass of this venue.

The cars on display at the Concorso Italiano run the gamut from the well-known, mass-produced, Italian automobiles that, however well cared for or beautifully restored, can't really compare to the Italian "exotics." No matter your taste in Italian marques there truly is something for everyone here.

The 36th edition of the concours not only featured important and memorable cars, but it also honored the people actually involved in the design process of some iconic Ferrari models. Maurizio Corbi and Chip Foose spoke at a breakfast seminar on automotive design that benefited Habitat for Humanity. Everyone into cars knows of Chip, but Mr. Corbi may not be as well known in this country. Maurizio worked for Pininfarina for over three decades and is responsible for the styling of many iconic Ferraris. His design portfolio includes the Ferrari 355 and 550. Both designs that still look good decades later.







In addition to the great personalities at the show, Concorso Italiano still managed to set up display areas for each Italian marque that were further divided up model by model. This arrangement allowed easy comparison of seemingly similar models and allowed one to compare different color schemes and other variations. The photo opportunities were endless with gorgeous backdrops.

Bizzarrini was one of the featured marques this year. The almost impossibly low slung Chevrolet powered, Italian made sports cars were designed by an ex Ferrari engineer Giotto Bizzarrini. In addition to the relatively well know Italian brands such as Alfa Romeo, Lamborghini, and Maserati, there were the less well known marques such as Abarth, Lancia, and Iso.

And of course there were Ferraris on the lawn at Concorso this year. It was a celebration of Ferrari's 75th Anniversary and there were about 150 Ferraris to view. It was a glorious display of Maranello's finest rolling sculpture from Enzo-era examples to the latest offerings. The cars were parked on the grass by model, and the cars were perfectly arranged to facilitate viewing by the public. There were also quite a few automotive themed vendors lining the concours field with lots of neat items for sale.

In addition to all the great cars on display, the best part of Concorso Italiano is the people you run into. There's a huge FCA Pacific Region presence here and quite a few FCA volunteers from several regions reported before dawn to help park cars on our portion of the concours field. There were quite a few fellow SW Region folks in attendance and at Concorso Italiano it's also a great way to make new friends with members from our neighboring region. It's one of the best places for So. Cal members to meet up with No. Cal members. Don't forget the old FCA saying: "Come for the cars but stay for the people."

Concorso Italiano is one of the premiere Monterey Car Week events and is not to be missed if you even like Italian cars much less if you love them. Don't miss the 2023 edition held on August 19 in Seaside, California. *SF*





Pebble Beach Concours d'Elegance

WORDS Bill Makepeace | PHOTOS Bill Makepeace, Jim Hunter, Tex Otto



This year was the 71st edition of the famed Pebble Beach Concours d'Elegance held on August 21st. As usual several automotive anniversaries were celebrated this year.

Lincoln Motor Company celebrated a centennial in 2022 as did the iconic 24 Hours of Le Mans, and you probably know this, Ferrari turned 75 this year. Ferrari was well represented with two classes on the field, one for grand touring and one for competition cars. In addition to the judged cars on the Concours field, there was a Casa Ferrari display that included one Ferrari from each year of production parked in such a way that when seen from above they formed the number "75" for obvious reasons. There was also an example of each of Ferrari's current line-up of road cars on display as well as an example of each type of Ferrari Challenge race cars lined up on the lawn. Nearby all by itself was the latest and greatest Ferrari, for now anyways, the Ferrari SP3 Daytona.

The Ferrari Grand Touring Class was well represented this year with a 1948 166 MM Touring Barchetta, the first Ferrari imported into the USA by Chinetti Motors in 1949. Nearby was a 1951 340 America Ghia Coupe, a 1959 410 Superamerica, a SWB Spyder California and arguably the most interesting car in this class: a 1967 330 GTC Pininfarina Speciale shown at the Brussels Motor Show.

Competition Ferraris had their own class with some really great cars on display. The earliest car was a 1951 340 Vignale Berlinetta that the current owner has taken to Italy to participate in the Mille Miglia many times. The next car was designed for the 1955 Le Mans race. It's a Ferrari 121 LM, one of 4 built, equipped with, unusual for

PHOTO CAPTIONS THIS SPREAD

A Casa Ferrari began the 75 year archive with the 1948 166 Inter Sport-Corsa.
B 1962 250 GTO Scaglietti Berlinetta Series II. **C** David MacNeil with his 1962 250 GTO was awarded 1st in class 24 Hours of Le Mans Centennial Early. **D** Marcell Massini and 750 Monza. **E** 330 GTC Speciale.



B



C



D



E



Pebble Beach Concours d'Elegance





Ferrari, an inline 6 cylinder engine. The Ferrari 410 S was a powerful beast of a car with a 4.9 liter engine and 390 hp. Four cars were built for the 1955 Carrera Panamericana which was cancelled. There were three 250 GT LWB Berlinettas, a 1962 250 GTO re-bodied with a Series II body and last but not least a 250 LM that was raced from 1965 to 1968.

February 4, 1922 marked the purchase of the Lincoln Motor Car Company by Ford and this marked the beginning of the profound influence on Lincoln by its president Edsel Ford. Edsel was a man of impeccable taste and refinement and utilized the services of the greatest coachbuilders of the day for Lincoln. There were beautiful Lincolns from 1922 up to 1962 on the field. One of the most interesting was the second prototype of the 1939 Lincoln Continental from the Edsel & Eleanor Ford House.

An imposing and seldom seen display of 1923 to 1926 McFarlans was on the field this year with an interesting engine layout that had three spark plugs per cylinder and twin valves. Another interesting class this year was an eclectic group of cars with only one thing in common: unorthodox propulsion. Of course there were electric cars, steam cars, and gas turbine cars. Also, cars adapted to run on the gas from burning coal that was a necessity in WW II Europe were there. Another interesting car was the 1925 Julian Fleetwood sport Coupe that featured a horizontally mounted radial aircraft engine in the rear of the car.

Talbot Lago Grand Sports had their own class this year and there were several of these beautiful coach-built French automobiles. The 1950 Le Mans winning Talbot Lago T-26 was on display also. The French Carrosserie Herman Graber's coachwork was well represented with two classes on the field. Graber's designs were known for their quiet good taste that might lack the ultimate élan and were often lacking flamboyant or daring styling cues. Graber "clothed" Duesenberg, Bugatti, Voisin, Packard, Delahaye, Bentley, and Aston Martin chassis.

Historic Hot Rods were represented on the field by a special display of '32 Fords. One '32 in particular that might be of interest to Ferrari fans is the Black Roadster owned by Ed and Sherry Gilbertson. Ed is famous in FCA circles because he was the long time FCA Chief Concours Judge whose motto is: "Ferraris are meant to be driven."

This year's Concours was a great success with fantastic automobiles, relatively cool weather, and best of all friendly car people. I've only scratched the surface describing the cars on the field and it is a spectacle that really has to be experienced firsthand. It's the preeminent concours in America if not the world. When one mentions "Pebble Beach" in an automotive context it means "the best of the best" and every car person owes it to themselves to experience the Concours at least once. *SF*

PHOTO CAPTIONS THIS SPREAD

G Lincoln Continental prototype.
H Ed & Sherry Gilbertson's '32 Ford Roadster.
I Kevin Enderby's 488 Ferrari Challenge racer in the Casa Ferrari Ferrari Challenge Evolution display. **J** Ferrari Challenge Evolution display. **K** Chris Dyer's beautiful 308 GT4.
L 250 LM foreground and a 250 TDF in the background. **M** 250 GT Berlinetta Zagato.
N Ladies in Ferrari Fashion. **O** 1955 Ferrari Europa in the Preservation Class. **P** Preferred parking at Casa Lee. **Q** 1930s Alfa Romeo 8Cs. **R** Gilles Villeneuve's 312 T3 Formula One car. **S** Ferrari SP3 Daytona.



2023 ELECTION OF THE BOARD

Help guide the future of your club by selecting board members for the next FCA-SW Region election.

It is election time for the FCA-SW Board of Directors. This year we have eleven excellent candidates for seven (7) open positions. Presented are photos of the candidates and a statement from each. They are presented in alphabetical order.

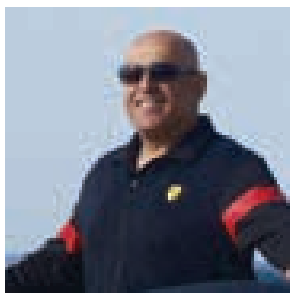
The election will be conducted online. You will receive an email notification in November that the election is open with a link to the ballot. Log into the ballot and vote for up to seven (7) candidates.

The election voting period will be November 7- November 28, 2022 so be sure to vote during that window.

FCA SW members may select up to seven (7) candidates.

Only current FCA SW members are eligible to vote.

For any question regarding the FCA SW election, please contact: Bruce Leeds, peggynbruce@msn.com.



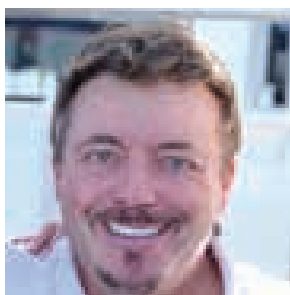
Haig Barsamian

My name is Haig Barsamian, and I am the CEO of Barsam & Associates Inc., a real estate advisory firm in Southern California and have been a proud member of the FCA since 2007 when I purchased my Testarossa. My love for Ferrari started in 1988 and well, it was love at first sight. I am truly passionate about giving back to the Ferrari world and have a genuine desire to create the best possible outcome for the Ferrari Club of America and its members. I am committed to treat all challenges with the utmost care and attention.



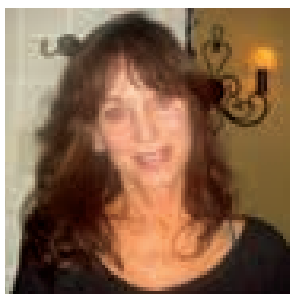
Jim Bindman

Serving on our club's board for approximately the past 15 years has been an honor and I hope to continue as a very active board member. I love creating all the Eblasts for the Southwest Region, co-editing *Sempre* Magazine and especially organizing interesting events for our members. My passion is working on events that have worthwhile elements such as those that support the military, police and youth. As a past FCA-SW president I am very committed to continuing to maintain our status as the best region in the Ferrari Club of America.



Shawn Dutton

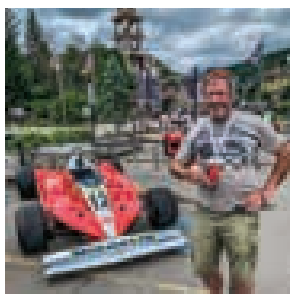
I am proud to be a part of the Ferrari family and in particular, the FCA. I have been on the board for 2 years and am currently membership chair. I have attended, assisted with and organized various events and host the monthly Brentwood to Malibu drive which has grown substantially. I also continue to promote the club at various Cars & Coffee and other automotive events. I would appreciate your consideration for reelection to the board so that I can continue sharing my passion with fellow Tifosi by creating new events, assisting current members as needed and recruiting new members from diverse backgrounds.



Holly Franke

The activities the FCA-SW Region offers are superior and I am happy to be part of them. I have helped the organizers of several events: monthly Westside lunch drives, San Marino Classic and am currently working on the Cavallino Dinner with President Peter Lund.

I enjoy the privilege of being an FCA member and welcome the opportunity to serve on your Board to continue to plan, support, and promote events that bring us together and contribute to the continued success of the FCA-SW Region.



Jim Hunter

Doug Freedman said, "The best thing about cars are the friends you make." One word could summarize my ten years in the FCA. Friends. I have been fortunate to immerse myself in all things Ferrari, and for those who live the passion, the FCA has been a key conduit of that multi-faceted enthusiast experience. We have long benefitted from visionary enthusiasts whose creativity and hard work built the Southwest into the FCA's most dynamic region. I would relish the opportunity to serve and expand the enthusiast experience and the memories that friendships thrive upon. Enzo said, "Everyone dreams of driving a Ferrari." Let's do it.



Marko Jankovic

Ever since I can remember I love Ferrari. Growing up in Europe, you rarely saw them on the road. I started with nothing here at 17. Living in California & joining this exclusive club has truly been an American dream.

Not only am I outgoing, I love bringing people together. I have some creative ideas for events that I'm working on and excited to share once I've finalized them.

I'd like to continue the legacy of this club for many years to come, & would be honored to be a part of the board.



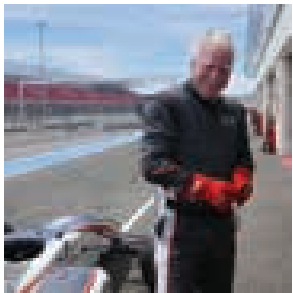
Tom Jacobsmeyer

I'm very sure that my passion and experience in supporting the Ferrari Club of America-SW will be a benefit to the Club. I have many years in executive business management and can bring that strength to the FCA-SW board. I'm a very active participant in our club activities, and also have many years of planning events for other clubs. The most impressive part of FCA-SW is the activity and camaraderie that exists, it is truly unique. Maintaining and enhancing the club and events is a privilege in itself. Nothing creates more energy and enthusiasm than doing something with people with whom you have a shared interest. I will be a strong addition to the board.



Bill Makepeace

Hello fellow FCA-SW members. My name is Bill Makepeace. I have been a member of the FCA for 15 years and have served on the Board of Directors for several terms. Many of you have participated in my events and I hope you enjoyed them. I have plans for new and better events in 2023. I have had the chance to meet many wonderful members and organizing the events is truly "a labor of love" to quote a former SW Region President. I would appreciate your support. Thank you.



Tom Manchester

Hi. I'm Tom Manchester. I saw my first Ferrari when I was 16 and it was the coolest thing I had ever seen in my life. I finally bought a 328 GTS. We joined the Ferrari Club and went to an event with some apprehension.... will they be snobby? Will we get along with anyone? Not a problem! We met the nicest people in the world with a shared passion for these wonderful Italian works of automotive art that are such a joy to drive.

After 35 years working for Honda I am retired and have the time to devote to my favorite club.



David Pham

My name is David Pham. I am passionate about Ferrari automobiles. In 1999, my wife and I joined the FCA-SW and met many wonderful members. I practice orthodontics in Westminster & have been selected as one of the top orthodontists in Orange County by Orange Coast Magazine. I have successfully helped organize the Orange County FCA picnic, the Rose Canyon Cruise & Brunch, and recently the End of Summer Drive & Dinner. A Christmas party at the Newport Beach Yacht Club is in the plans. I would most welcome the opportunity to serve you as a Ferrari Club board member.



Mark Process

With your support, I am choosing to continue as a board member for the FCA-SW Region. As the pandemic of the past 2 years is finally ending, we now have the opportunity to return to our normal events calendar. I am very excited to begin work on a number of new events as well as repeating a few of my traditional offerings such as Eat, Drive & Be Merry, and assisting in larger club events. I hope to see many of you out on the road in 2023 and encourage all of our members to get involved. Forza Ferrari!

We thank our
FCA Southwest Region
Board for their volunteering
to create fun events for our
members to enjoy.

SOUTHWEST
REGION



FCA 60th Anniversary Reception

A gathering of friends to celebrate sixty years of the Ferrari Club of America

WORDS Tex Otto | PHOTOS Steve Souza, Bill Makepeace, Tex Otto



The FCA Monterey Peninsula Chapter celebrated the FCA's 60th Anniversary by kicking off Monterey Car Week with a reception at a private residence in Pebble Beach.

A gathering of great friends came nationwide and from Canada to start the week in motoring mecca. Upon arrival, each were welcomed with champagne in special event flutes, passed hors d'oeuvres and premium wines to enjoy. FCA sponsors in attendance represented Mecum and Hagerty, plus Meguiar's/3M who generously provided a gift bag of car care products.

Tish & Tom Thinesen's and Verna Griffiths' beautiful 246 Dinos were featured at the entrance in honor of the FCA's history of gathering Ferrari enthusiasts.

Special guests included Pininfarina designer Maurizio Corbi who sketched a beautiful automotive rendering that was auctioned off to benefit the Food Bank for Monterey County. Maurizio's beautiful hand rendered artworks were also presented throughout the property that were available with several purchased for personal collections. Mariella Mengozzi, Curator/Director of the Turin Automotive Museum, was also in attendance who spoke at the Concorso Italiano charity breakfast that morning.

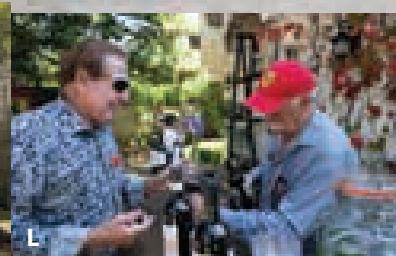
Thanks to all who worked so hard for this wonderful reception including: Paul & Diane for registration, John & Cindy, Candy & Randy, and Cathy & Judd for the delicious bites and charcuterie, Cathy for the floral decorations, Paul & Dennis for pouring wine, Harry, Steve, Rich, and Richard for set up, and especially Connie for event logistics. Grasing's of Carmel provided additional passed hors d'oeuvres to ensure everyone was well attended to, with Head High Winery providing additional tastings.

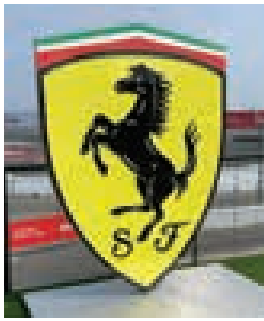
Thank you for your attendance of our Monterey Peninsula Chapter reception to support the Food Bank for Monterey County. *SF*



SELECT PHOTO CAPTIONS THIS SPREAD

A Southwest Region friends who attended included (l to r) Ross Albu, Peter Lund, & Sam Burg with host Tex Otto. **B** John & Cindy hanging out with Herc. **C** Tish & Tom and Verna presented their beautiful Dinosaurs. **D** Maurizio renders a sketch for our charity auction. **E** Aprille, Connie & Gil. **F** Thanks to our fine group of volunteers who made our reception happen. **G** Bill was top bidder for Maurizio's beautiful rendering. **H** Glenn (l) chats with Kevin about driving his F50 from Canada for car week. **I** Donna and Myles. **J** Glenn got to meet Maurizio, designer of the F50. **K** Dennis, Paul, and Judd. **L** Don served by our resident winemaker Paul.

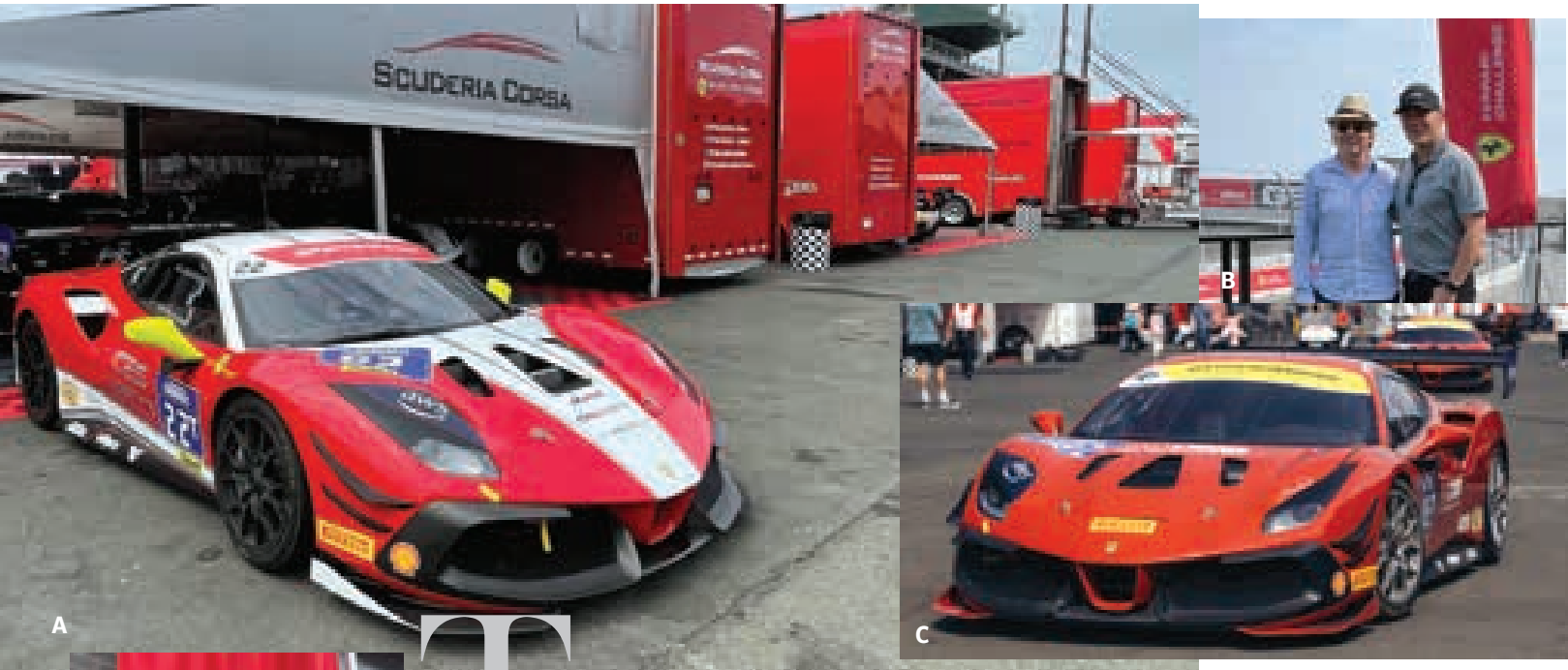




Ferrari Challenge Races Sonoma Raceway

The final race of the Ferrari Challenge 2022 season

WORDS Tex Otto | PHOTOS Tex Otto, Joe Brann (indiGO Auto Group)



The final race of the Ferrari Challenge North America season took place at Sonoma Raceway on September 7-11.

A full field of racers competed in the Trofeo Pirelli and Coppa Shell categories, with very aggressive driving at nearly every phase to create a few yellow and red flag conditions. There was much at stake as the champions of this weekend proceed to the Ferrari Challenge World Finals at Imola in October.

The raceway has made several major improvements to the facility, most notably the new hospitality building outside of the sweeping turn 11. An SP3 Daytona was displayed inside center court with continuous food and drink stations on each wing serving salads, proteins, pizzas, and desserts throughout the day. Between the action on the track and the availability for continuous snacking and hanging out with friends, it was a wonderful way to spend a weekend at the track. Only thing better would be to be on the track, powering through the road course with its dramatic elevation changes in your own Challenge racer against other competitors from North America.

The Ferrari Challenge is a race series where drivers and customers can race their purpose-built competition Ferrari 488-Evo (short for evolution) cars in a spec series (all the cars are to the same specification). So that drivers can compete with others with similar racing experience, there are four categories grouped by skill level into classes ranging from beginners to the more experienced:

Trofeo Pirelli – Drivers with an accomplished experience in racing.

Trofeo Pirelli Am (Amateur) – People with some experience possibly in other series, or drivers who have been promoted from lower classes in previous years.

Coppa Shell – Novice Drivers who have demonstrated some racing experience.

Coppa Shell Am – Normally people who are just starting out who have completed Ferrari driving school and have limited experience.



D



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There is also a Ladies cup (any lady driver), and a Gentleman's cup (over 65 years of age). As drivers improve, they are moved up in class. It is normal for the top three in a lower class (Shell Amateur) to be moved up in class in subsequent seasons.

There are four distinct series in the world (all using the same Ferrari 488-EVO model): Europe, Great Britain, United States and Asia. Each area ordinarily has six weekend events in their own locale, then all meet up at the season-ending World Finals for a seventh event plus a Finali Mondiali for all cars from all four regional series.

Our California dealership groups had strong participation in Sonoma. **Scuderia Corsa of Ferrari Beverly Hills**, and **Ferrari Westlake** fielded four semi trailers of racers with an impressive display in the paddock. Their drivers Jeremy Clarke finished second after starting on the pole in Trofeo Pirelli race and Matt Kurzejewski came in fourth only three seconds off the podium. Cooper MacNeil, Ferrari Challenge champion for the past four years ran in a competitive pack through the races. **Ferrari Newport Beach** supported Brent Holden in the Coppa Shell classification. **Ferrari of Silicon Valley** entered with Harry Cheung finishing seventh and Bruce Cleveland finishing on the same lap. **Ferrari of San Francisco** brought the team together for Brad & Grey Fauvre, and Jesus Mendoza.

The overall category winners:

Roberto Perrina Trofeo Pirelli, **Dylan Medler** Trofeo Pirelli AM
Justin Rothberg Coppa Shell, **Michael Mathes** Coppa Shell AM

The North American leg of Ferrari Challenge crowned its first champion of the 2022 season as Tony Davis used a second-place finish to cap off a tremendous run of 10 podiums in 12 races to be the Coppa Shell Am category champion.

The Ferrari Challenge overall world champion will be decided in Imola at the Finali Mondiali October 25-31. *SF*

2023 Ferrari Challenge North American Schedule

Homestead-Miami, March 1-5
COTA - April 19-23
Road Atlanta - May 17-21
Le Mans - June 7-10
Montréal - TBA
Sonoma - July 19-23
Road America - September 6-10

SELECT PHOTO CAPTIONS THIS SPREAD

A Scuderia Corsa managed numerous cars for drivers in their encampment.
B Tex with Scuderia Corsa founder Giacomo Mattioli. **C** FCA SW member Joe Sposato has raced in the Ferrari Challenge several years.
D Racers coming to the start of a race.
E Challenge racer steering wheel. **F** Jason Zafiropoulos (l) and Chris Blank (r), GM of Ferrari of Silicon Valley with George, former FC racer. **G** Cooper MacNeil has won the Trofeo Pirelli for the past four years with Scuderia Corsa. **H** Row of Monza. SP1 and SP2s. **I** Celebration of a great racing weekend at Sonoma Raceway.



Saturday
November 12, 2022
6:00 to 10:00 pm



Join us for an evening imagined

Ristorante Cavallino

2022 marks the 60th Anniversary of the Ferrari Club of America and the 75th Anniversary of Ferrari.

We thought that this would be the perfect time to Celebrate!

For those who have had the chance to tour the Ferrari Factory, or just understand Ferrari history, Ristorante Cavallino, adjacent to the factory in Maranello, was a favorite dining establishment of Enzo Ferrari.

Join us for a Semi-Formal (Black Tie optional) Anniversary dinner imagined to be an

“Evening at Ristorante Cavallino.”

Set at MountainGate Country Club, nestled in the hills above Brentwood, you will dine on selections picked from the menu available to Cavallino patrons in the 1980's (Enzo's era), enjoy Italian music, Italian wines and toast the evening with Ferrari sparkling wine! (The official sparkling wine of Formula 1!)

Early sign up is \$159* per person which includes a 4-course dinner, entertainment and the Anniversary toast. No host cocktails available. Space is limited and available to active FCA members and their guests only. (*For reservations after September 15th, the cost is \$175 per person.)

For more information, please contact our event coordinators:

Peter Lund - plund85@gmail.com

Holly Franke - hollyin310@gmail.com

To secure your reservations for this one-time FCA Anniversary event, visit online:

<https://fcasw.memberclicks.net/fca-cavallino-dinner>

ORDER NOW!



Our Anniversary Book

Ferrari Club of America Southwest Region



1962
2022



Honoring the FCA's 60th Anniversary and recounting the many memories of our Southwest Region since our formation in 1994.

This 92 page hardbound book will be a must have commemorative archive for your library and coffee table, featuring the FCA Southwest Region's nearly 30 years of event coverage with photos and editorial to recount the memorable experiences we've had with our friends in our club.

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Our Presidents

Southwest Region Chapters

FCA SW Annual Meets

2002 FCA LA Annual Meet in Century City

2012 FCA International Meet in Palm Springs

Featured SW Region Events

Concorso Ferrari, Rodeo Drive, Ortega Run, Yosemite Grand Tours, Edwards AFB, Vandenberg Space Force Base, Petersen Automotive Museum, Ride & Drives, Collection & Wine Tours, and much more!

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WELCOME NEW MEMBERS!

We look forward to your participation at FCA Southwest Region events!



David Miller Northridge

Dennis Bellavia Dana Point

Donald Patnaude North Palm Beach, FL

Olga Baker Malibu

Charlie Chang Costa Mesa

Kimberly Word Newport Beach

David Duffy Carlsbad

Chris Giordano Newport Beach

James Lacy Dana Point

Mark Crigler Sunset Beach

Peter Scarpella La Jolla

Matt Long Glendale

Patrick Hsu El Monte

Derek Ng Alhambra

Roy Torrence Camarillo

Scott Steckel San Diego

Jake Mushaben Palm Springs

Burton Johnson Glendale

John Carrington Newport Coast

Scott Marsh Los Angeles

Joe Cheung Irvine

Debra Merson Cayucos

Philip Makertichian Laguna Niguel

FERRARI CLUB OF AMERICA SOUTHWEST REGION

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Submissions We encourage contributions of editorial material on a variety of Ferrari related topics including event reviews, book and video reviews, tech tips, etc. All articles and photos submitted for publication are subject to revision or rejection at publisher's sole discretion. Material is submitted and published without compensation. Only material or manuscripts from the original writer or copyright-permission articles will be considered for publication. Submission of original material constitutes a perpetual, non-exclusive license for the Ferrari Club of America to print and/or reproduce in any manner, and for any purpose, said material.

Please refer to adjoining Material Deadlines for submission dates. Email outline of submission materials to the *Sempre Ferrari* editor to obtain an upload link for high resolution/uncropped images.

Address Change Contact FCA National Membership Chairperson at www.ferrariclubofamerica.org.

Missing Sempre Ferrari Please contact Shawn Dutton, Membership Chairperson: shawdut@yahoo.com.

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* Long Term commitment required.

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(8.5" w x 8.5" h)	\$450.
(7.5" w x 4.75" h)	\$225.
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(3.75" x 10.5")	\$225.
(4.25" w x 11" h)	\$225.
(3.75" w x 4.75" h)	\$175.
(2" x 3.5")	\$100.
40 words maximum	

Material Deadlines

January-February issue

March-April issue

May-June issue

July-August issue

September-October issue

November-December issue

December 1st

February 1st

April 1st

June 1st

August 1st

October 1st

Sempre Ferrari rate card is available online at www.fca-sw.org.

Prices are based on artwork supplied per required specifications. Extra charge for art fees. A check made payable to The Ferrari Club of America must accompany all ad submissions. For placement contact - Ross Albu Advertising Chairman | 714) 325-1000 | rossalbu@gmail.com

A free classified section is available as a service to FCA Southwest Region members for brief ads for cars, parts, and/or accessories relating to the marque. Ads will run for one issue. Ads for services and ads containing long lists of cars and/or parts will be considered commercial.



CLASSIFIED ADS

Buy, sell, or trade your automotive related items with a fellow member who loves this stuff as much as you do.



FERRARI CARS / PARTS / ITEMS WANTED & FOR SALE

***New Listing**

***Original 1978 Ferrari 308 Tool roll, etc. and rearview mirror.** Best offer. For questions or photos contact Mark at 415-450-0270 or garwood.m@gmail.com. (9/22)*

***Ferrari Automobilia Collection:**

Consisting of Books, Posters, Boxed Print Sets, Poster Portfolios, Calendars, Hang tags, Card Sets, Factory Pamphlets and Brochures, Lapel and Button Pins, Key Fobs, Hats, Clothing, Decals, Stickers, CDs & DVDs, (Literature from early 80's). For further information.

Contact Murray - Email - mtlmurray@aol.com, Phone 1-818-923-3255/818-368-7775. (9/22)

Original vintage 1960's Ferrari Parts mostly for 275GTB:

Original Tool Roll with partial collection of tools; Pair cooling fan motors with blades; Gear selector housing; Inside door edge lights with chrome trim and lenses; Right front bumperette for longnose; Eight Beta 55 wrenches; Seven Everest 22 wrenches.

For Questions, Photos, and Prices contact - tino.mingori@stanfordalumni.org (CA). (9/22)

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When you move, please remember to

UPDATE YOUR MEMBER INFORMATION

If you've moved or changed your email address, let FCA National know so that you don't miss club event announcements.

<https://www.ferrariclubofamerica.org/index.cfm/ID/3/Login>



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